CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD - SAN DIEGO REGION
WATERSHED MANAGEMENT PROGRAM

FACILITY INSPECTION REPORT

INSPECTION DATE: November 30, 2007 TIME: 9 am WDID: 9 37C322900

FACILITY REPRESENTATIVE(S) PRESENT DURING INSPECTION: Rick Felkins West Coast Rail Constructors, Jodie Leothacue, NCTD

North County Transit District — NAME OF OWNER, AGENCY OR PARTY RESPONSIBLE FOR DISCHARGE

Don Bullock, (760) 737-8625 — OWNER CONTACT NAME AND PHONE #

Sprinter Rail Project — FACILITY OR DEVELOPER NAME (if different from owner)

Steven Hoyle, (760) 737-8625 x254 — FACILITY OR DEVELOPER CONTACT NAME AND PHONE #

808 Rancheros Drive — FACILITY STREET ADDRESS

San Marcos, CA — FACILITY CITY AND STATE

APPLICABLE WATER QUALITY LICENSING REQUIREMENTS

- ☐ **MS4 URBAN RUNOFF REQUIREMENTS NPDES NOS. CAS0108758, CAS0108740 or CAS0108766**
- ☒ **GENERAL PERMIT ORDER NO. 99-08-DWQ, NPDES NO. CAS000002 – CONSTRUCTION**
- ☐ **GENERAL PERMIT ORDER NO. 99-06-DWQ, NPDES NO. CAS000003 - CALTRANS**
- ☐ **GENERAL OR INDIVIDUAL WASTE DISCHARGE REQUIREMENTS**
- ☐ **GENERAL OR INDIVIDUAL WAIVER OF WASTE DISCHARGE REQUIREMENTS**
- ☐ **SECTION 401 WATER QUALITY CERTIFICATION**
- ☐ **CWC SECTION 13264**

INSPECTION TYPE (Check One)

A1 ___ "A" type compliance--Comprehensive inspection in which samples are taken. (EPA Type S)

B1 X "B" type compliance--A routine nonsampling inspection. (EPA Type C)

02 ___ Noncompliance follow-up--Inspection made to verify correction of a previously identified violation.

03 X Enforcement follow-up--Inspection made to verify that conditions of an enforcement action are being met.

04 ___ Complaint--Inspection made in response to a complaint.

05 ___ Pre-requirement--Inspection made to gather info. relative to preparing, modifying, or rescinding requirements.

06 ___ No Exposure Certification (NEC) - verification that there is no exposure of industrial activities to storm water.

07 ___ Notice of termination request for industrial facilities or construction sites - verification that the facility or construction site is not subject to permit requirements (**Type, NOT I or NOT C - circle one**).

08 ___ Compliance Assistance Inspection - Outreach inspection due to discharger's request for compliance assistance.

INSPECTION FINDINGS

Y Were violations noted during this inspection? (Yes/No/Pending Sample Results)

N Were samples taken? (N=no) If YES then, G= grab or C= Composite and attach a copy of the sample results/chain of custody form

I. COMPLIANCE HISTORY:

Notice of Violation (NOV) No. R9-2007-0050 was issued on March 19, 2007 for construction storm water permit violations including discharge of sediment, and inadequate BMPs.
NOV No. R9-2007-0063 was issued on April 3, 2007 for construction storm water permit violations including discharge of sediment and inadequate BMPs.
Administrative Civil Liability No. R9-2007-0093 was issued on August 31, 2007 for construction storm water permit violations including discharge of sediment, inadequate BMPs, and inadequate inspections.
NOV No. R9-2007-0208 was issued on October 15, 2007 for construction storm water permit violations mainly involving inadequate BMPs.

II. FINDINGS

On November 30, 2007, Ben Neill, Peter Peuron, and Christopher Means of the Regional Board's Central Watershed Unit inspected the North County Transit District's (NCTD) construction of the Sprinter Rail. The inspection observed construction activities along:

1. Oceanside Transit Center and Wisconsin Street crossing, Oceanside,
2. Coast Highway Station, Oceanside,
3. Crouch Street Station, Oceanside,
4. El Camino Real Station, Oceanside,
5. Rancho del Oro station, Oceanside,
6. College Blvd station, Oceanside,
7. Melrose station, Oceanside,
8. Vista Transit Center, Vista,
9. Escondido Avenue Station, Vista,
10. Mar Vista drive storage yard, Vista,
11. Armorlite storage yard and Palomar station, San Marcos,
12. Barham Lane, San Marcos,
13. Shelley Circle, San Marcos, and
14. Nordahl Road Station, Escondido

The National Weather Service's website for the San Diego Region forecast a 70% chance of rainfall on the day of the inspection. Weather was gray and overcast with rainfall throughout the day. No prior notice on the inspection was given. NCTD representatives were met at the site and present during the inspection. The Oceanside airport reported 0.91 inches of rain on November 30 and another 0.94 inches of rain on December 1. Both days rainfall amounts are below the 10 year – 24 hour rainfall event.

1. Oceanside Transit Center and Wisconsin Street crossing, Oceanside - We parked along Wisconsin Street in Oceanside and met with Rick Felkins of West Coast Rail Constructors. Unlined bare dirt ditches were full of sediment laden water and overtopping gravel bags at the storm drain inlet (Photo 669 and 670). The bed and banks of the dirt channel were eroding away due to a lack of stabilization (Photos 671, 672, 673, 674, and 675). Some bank erosion was due to storm water run on from neighboring businesses that was not addressed with measures to prevent erosion.

2. Coast Highway Station, Oceanside - Piles of concrete grindings remained on the station platform from the previous inspection on November 27, 2007 (Photo 676). The station platform's storm drain inlet was protected and functioning well (Photo 677). To the west of the station platform and north of the tracks, an unlined bare dirt channel was full of sediment-laden water (Photo 678). Fiber roll was ineffective due to the level of water in the channel. The dirt channel leads to a storm drain inlet that was backed up and clear water was bubbling out (Photo 679). Although the banks had previously been sprayed with an erosion control binder, storm water runon from the top of the slope caused erosion gullies down the bank side (Photos 680, and 681). A soil stockpile was not covered but did have a fiber roll. A dirt construction entrance/exit did not have gravel to prevent sediment tracking, but no sediment tracking was noted because it had been swept up earlier (Photo 683). The tracks here form a Y shaped intersection with tracks running north, south and east. In the middle of this Y intersection lies a storm drain inlet without adequate protections that was receiving sediment laden discharge (Photos 684 and 685). The area around the inlet was without any soil stabilization. On the southwest of the Y intersection slopes were without any erosion control or soil stabilization. Large erosion gullies were present on the slope exposing the underground utilities (Photos 686, 688, and 689). To the southeast of this Y intersection, another storm drain inlet was receiving sediment laden discharge from the unlined dirt channel. The water was clear but as it flowed through the dirt channel the storm water became cloudy, turbid and full of sediment (Photos 689, 690, 691, and 693). At this point, a digital movie (file name IMGP1692.mov) was taken of the discharge and is incorporated by reference into this inspection report. The digital movie file is available upon request.

3. Crouch Street Station, Oceanside - The remnants of an old asphalt cold mix stockpile had been covered with black plastic to prevent contact with storm water (Photo 694). Loma Alta Creek goes under the station. Adjacent to Loma Alta Creek, fiber rolls have not been trenched in and were ineffective. Sediment laden water was flowing under the fiber rolls and into Loma Alta Creek (Photos 695 and 697). The banks of Loma Alta Creek have been sprayed with an erosion control binder (Photo 698). The storm drain inlets in the station appeared to be adequately protected (699 and 700).

4. El Camino Real Station, Oceanside – Storm drain inlets at this station were protected (Photo 701). Fiber roll was implemented behind the sidewalk on disturbed areas. (Photo 705). Throughout the site, the erosion control appeared to be a light application. (Photo 706)

5. Rancho del Oro station, Oceanside – The erosion control application appeared to be light and gullies were present on the banks of Loma Alta Creek (Photos 707, 708, and 712). A portion of the parking lot construction is bare dirt without soil stabilization and the storm drain inlet protection appears to be inadequate (Photo 709). Silt fence around the bridge over Loma Alta Creek is in need of repair (Photo 711).

6. College Boulevard Station, Oceanside – Construction trash was stored outside on the pavement without containment or covering to minimize contact with storm water (Photo 713). The erosion control in this area also appears to be a light application (Photo 714). Sediment was present throughout the paved storage lot and had not been swept up prior to the rains (Photos 715 and 716). Buckets of construction materials were left out during the rainstorm (Photo 717).

7. Melrose Station, Oceanside – A storm drain inlet had inadequate levels of gravel bag protection (Photo 718). No gravel bag chevrons were present upstream from the flow seen in this photo. The construction exit had been stabilized since the last inspection (Photo 719). The storm water entering the storm drain inlet in photo 718 was sediment-laden (Photo 720). A soil stockpile had been covered since the last inspection (Photo 721). Erosion control was implemented on some of the slopes but the application ended and did not continue on slopes further down the tracks (Photo 722). A storm drain inlet near the station platform noted in a previous inspection was protected with filter fabric (Photo 723). The source of sediment entering the storm water in photos 718 and 720 was found to be from a curb cut out for handicap accessibility (Photo 724). The pavement had not been poured for the handicap ramp. Storm water entered the curb cut out; then the storm water mixed with the dirt pooled and spilled back out into the gutter. A storm drain inlet was without adequate gravel bag protections and needed maintenance (Photo 725). Another storm drain inlet in this station's parking lot did have adequate storm drain protections (Photo 726). The water entering the inlet appeared clear and free of turbidity, suspended solids or sediment. A storm drain inlet surrounded by non-stabilized soils was blocked off with gravel bags (Photo 727). Surprisingly although it had been raining all day, this storm drain did not have a pool of water around it. The erosion control applied in this area appeared to be light (Photo 728).

8. Vista Transit Center, Vista – Construction trash was stored outside on the pavement without cover or containment to minimize exposure to storm water (Photo 729). Soil stockpile was also left on the pavement without cover or containment to minimize exposure to storm water (Photo 730). From a previous inspection, a storm drain inlet was now protected (Photo 731). Also from a previous inspection, the slope had been sprayed with erosion control and construction materials were covered with plastic (Photo 732).

9. Escondido Avenue Station, Vista – Two storm drain inlets were protected with filter fabric but that was inadequate to prevent sediment-laden flows from discharging (Photos 733 and 736). An unlined dirt channel without any sediment or erosion controls channeled storm water straight to one of these inlets (Photo 734). Corrected from a previous inspection, the slopes south of the parking lot had some erosion control applied and fiber rolls implemented (Photo 735).

10. Mar Vista storage yard, Vista – Construction materials were left out in the rain without cover or containment. A visible rainbow sheen in the storm water was present on the storm water coming from this area (Photo 739). Both storm drain inlets in this area were without adequate protections. Sediment-laden water was discharging into both inlets (Photos 740 and 746). At this point, a digital movie (file name IMGP1692.mov) was taken of the discharge into the northeast inlet (file name IMGP1747.mov) and is incorporated by reference into this inspection report. The digital movie file is available upon request. The storage yard was not stabilized and sediment controls were noticeably absent except for the western perimeter (Photos 741, 742, 743, 744, and 745). Along the western edge of the storage yard was a silt fence that was completely overwhelmed due to the flow rate, volume and amount of sediment in the runoff. The site receives runoff from a 24 inch culvert under the rail road tracks (Photo 749). This run-on was not directed away from disturbed soils and construction materials and a stockpile were stored in the channel's path (Photos 748 and 750).

11. Armorlite storage yard and Palomar station, San Marcos – Within the storage yard, the outdoor storage of construction material and trash was without cover or containment to minimize contact with storm water runoff (Photos 752 and 753). South of Palomar Station between the station and the storage yard, an unlined dirt channel leads to a storm drain inlet with inadequate sediment protections (Photos 754 and 756). Sediment and sediment-laden water were discharging into the storm drain inlet.

12. Barham Lane, San Marcos – Construction is done in this area but the soil has not been permanently stabilized. Storm drain inlet protections were not enough without soil stabilization. Sediment-laden water was discharging into three inlets. (Photos 757, 758, 760, and 761).

13. Shelley Circle, San Marcos – Construction is done in this area but the soil has not been stabilized. Storm drain inlet protections were not enough to prevent sediment-laden water from discharging into the inlet. (Photos 762 and 763)

14. Nordahl Road Station, Escondido – Sediment-laden water was discharging off the site into the City's storm drain gutter (Photos 764 and 766). Fiber roll was not trenched in and failed to prevent discharge (Photo 765). Throughout all of the Sprinter Rail construction site, construction equipment did not have drip pans under them when not in use to prevent oil and grease leaks from contacting storm water (Photo 770). A water truck was improperly parked in a low area with ponded water (Photo 772).

III. SIGNATURE SECTION

Peter Peuron	Peter Peuron	November 30, 2007
STAFF INSPECTOR	SIGNATURE	INSPECTION DATE
Ben Neill		November 30, 2007
STAFF INSPECTOR	SIGNATURE	INSPECTION DATE

IV. (For internal use only)

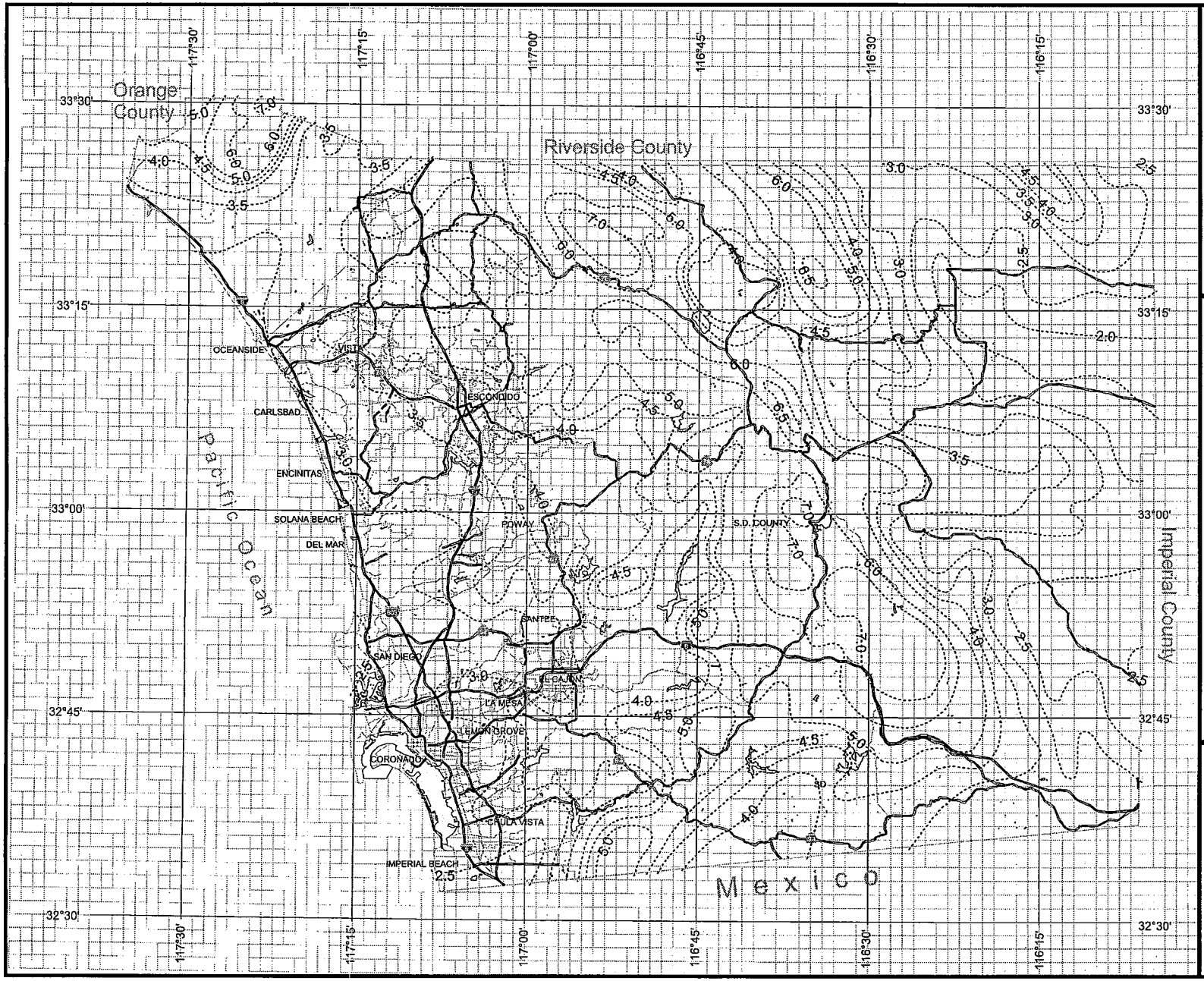
Reviewed by Supervisor: _____ Date 12/21/07

cc: Jeremy Johnstone (EPA), John Norton (SWRCB), City Storm Drain Enforcer

Inter-office Referral: 1) _____ 2) _____ 3) _____ 4) _____ 5) _____

D:\Construction\Sprinter Rail\11-30-07\FIR.doc
CIWQS

10/28/07	OKB	:	OCEANSIDE AIRPORT	28	:	80	/	48	/	0.00 /
10/29/07	OKB	:	OCEANSIDE AIRPORT	28	:	80	/	52	/	0.00 /
10/30/07	OKB	:	OCEANSIDE AIRPORT	28	:	69	/	52	/	0.00 /
10/31/07	OKB	:	OCEANSIDE AIRPORT	28	:	69	/	47	/	0.00 /
11/01/07	OKB	:	OCEANSIDE AIRPORT	28	:	64	/	50	/	0.00 /
11/02/07	OKB	:	OCEANSIDE AIRPORT	28	:	68	/	59	/	0.00 /
11/03/07	OKB	:	OCEANSIDE AIRPORT	28	:	69	/	55	/	0.00 /
11/04/07	OKB	:	OCEANSIDE AIRPORT	28	:	67	/	56	/	0.00 /
11/05/07	OKB	:	OCEANSIDE AIRPORT	28	:	67	/	59	/	0.00 /
11/06/07	OKB	:	OCEANSIDE AIRPORT	28	:	64	/	56	/	0.00 /
11/07/07	OKB	:	OCEANSIDE AIRPORT	28	:	63	/	56	/	0.00 /
11/08/07	OKB	:	OCEANSIDE AIRPORT	28	:	62	/	59	/	0.00 /
11/09/07	OKB	:	OCEANSIDE AIRPORT	28	:	67	/	58	/	0.00 /
11/10/07	OKB	:	OCEANSIDE AIRPORT	28	:	68	/	46	/	0.00 /
11/11/07	OKB	:	OCEANSIDE AIRPORT	28	:	67	/	44	/	0.00 /
11/12/07	OKB	:	OCEANSIDE AIRPORT	28	:	76	/	48	/	0.01 /
11/13/07	OKB	:	OCEANSIDE AIRPORT	28	:	82	/	49	/	0.00 /
11/14/07	OKB	:	OCEANSIDE AIRPORT	28	:	86	/	50	/	0.00 /
11/15/07	OKB	:	OCEANSIDE AIRPORT	28	:	84	/	48	/	0.00 /
11/16/07	OKB	:	OCEANSIDE AIRPORT	28	:	67	/	50	/	0.00 /
11/17/07	OKB	:	OCEANSIDE AIRPORT	28	:	67	/	58	/	0.00 /
11/18/07	OKB	:	OCEANSIDE AIRPORT	28	:	65	/	54	/	0.00 /
11/19/07	OKB	:	OCEANSIDE AIRPORT	28	:	65	/	48	/	0.00 /
11/20/07	OKB	:	OCEANSIDE AIRPORT	28	:	61	/	48	/	0.00 /
11/21/07	OKB	:	OCEANSIDE AIRPORT	28	:	68	/	46	/	0.00 /
11/22/07	OKB	:	OCEANSIDE AIRPORT	28	:	66	/	44	/	0.00 /
11/23/07	OKB	:	OCEANSIDE AIRPORT	28	:	65	/	45	/	0.00 /
11/24/07	OKB	:	OCEANSIDE AIRPORT	28	:	73	/	34	/	0.00 /
11/25/07	OKB	:	OCEANSIDE AIRPORT	28	:	69	/	37	/	0.00 /
11/26/07	OKB	:	OCEANSIDE AIRPORT	28	:	77	/	44	/	0.00 /
11/27/07	OKB	:	OCEANSIDE AIRPORT	28	:	73	/	39	/	0.00 /
11/28/07	OKB	:	OCEANSIDE AIRPORT	28	:	81	/	40	/	0.00 /
11/29/07	OKB	:	OCEANSIDE AIRPORT	28	:	74	/	45	/	0.00 /
11/30/07	OKB	:	OCEANSIDE AIRPORT	28	:	M	/	54	/	0.91 /
12/01/07	OKB	:	OCEANSIDE AIRPORT	28	:	61	/	51	/	0.94 /
12/02/07	OKB	:	OCEANSIDE AIRPORT	28	:	62	/	40	/	0.00 /
12/03/07	OKB	:	OCEANSIDE AIRPORT	28	:	69	/	36	/	0.00 /
12/04/07	OKB	:	OCEANSIDE AIRPORT	28	:	70	/	38	/	0.00 /



County of San Diego Hydrology Manual

Rainfall Isopluvials

10 Year Rainfall Event - 24 Hours

Isopluvial (inches)

DPW GIS
Department of Public Works Geographic Information Services

SanGIS
We Have San Diego Covered!

N
W E
S

3 0 3 Miles

All photos taken on November 30, 2007 by Ben Neill, Water Resource Control Engineer, Central Watershed Unit. All photo files are named IMGP 1###.JPG. For simplicity, this report refers only to the ###.

669. Unlined dirt storm drain channel full of sediment laden water.

Photos 669 through 675 were taken at Oceanside Transit Center and the Wisconsin Street crossing in Oceanside.

670. The sediment laden water pours into this inlet with inadequate sediment control protection. This deficiency was also noted on Tuesday, November 27, 2007.

671. Slope erosion from offsite runon not being addressed.

672. A closer look at the erosion in photo 671.

673. The bed of the unlined dirt channel is eroding away.

674. Gully erosion runs down the slope to the unlined dirt channel.

675. The bed of the unlined dirt channel is further eroding away.

Photos 676 to 693 were taken at the Coast Highway Station in Oceanside.

676. Piles of concrete grindings are not cleaned up and left exposed on the station platform. This deficiency was also noted on Tuesday, November 27, 2007.

677. Station platform inlet has been protected. This inlet was previously not protected on Tuesday, November 27, 2007.

678. Unlined dirt channel is backed up with sediment laden water. Slope has been sprayed with erosion control but erosion gullies are present from concentrated flows. Fiber roll is ineffective.

679. This is the inlet receiving the sediment laden water in photo 678. The inlet has backed up and clear water was bubbling out.

680. A closer look at erosion gullies on the slope in photo 678.

681. Erosion gullies are present on a slope.

683. Stockpile has a fiber roll around it. Construction exit does not have BMPs to prevent sediment tracking. These deficiencies were also noted on Tuesday, November 27, 2007. Sediment on the pavement has since been swept up.

684. A storm drain inlet without adequate protection is receiving a sediment laden water discharge.

685. A closer look at the storm drain inlet in photo 684.

686. A slope with no erosion or sediment controls has large gullies.

688. A closer look at one of the erosion gullies in photo 686 shows exposed irrigation pipes.

689. This photo shows where construction ended. The far slope is vegetated and the rail ballast rock is a different color. The slopes have no erosion or sediment controls.

690. The storm water in the channel is clear on the left of the photo and then picks up sediment as it flows to the right in the unlined dirt channel.

691. The same dirt channel in the previous photo leads to the far storm drain inlet.

692.mov Screen shot from a movie showing the sediment laden water in photos 690 and 691 entering a storm drain with inadequate protection.

693. Another look at photos 690 and 691 shows the clear water on the left and the plume of sediment laden water on the right.

Photos 694 to 700 taken at the Crouch Street Station in Oceanside.

694. Remnants of an asphalt cold mix stockpile have been covered with plastic. This was in response to a deficiency noted on Tuesday, November 27, 2007.

695. Fiber roll along the top of the bank to Loma Alta Creek has not been trenched in.

697. Sediment laden water from the construction site is running under the fiber roll in photo 695 and discharging into Loma Alta Creek.

698. The far slope has been sprayed with erosion control. This was subsequent to deficiencies noted on Tuesday Nov. 27, 2007.

699. Storm drain inlet has been protected. This was in response to deficiencies noted on Tuesday, November 27, 2007.

700. Storm drain inlet has been protected. This was in response to deficiencies noted on Tuesday, November 27, 2007.

Photos 701 to 706 taken at the El Camino Real Station in Oceanside.

701. Storm drain inlet has been protected. This was in response to deficiencies noted on Tuesday, November 27, 2007.

705. Fiber roll has been implemented behind the sidewalk. This was in response to deficiencies noted on November 27, 2007.

706. Erosion control has been sprayed on the banks of Loma Alta Creek near the pedestrian bridge. This was in response to deficiencies noted on Tuesday, November 27, 2007. The application looked light.

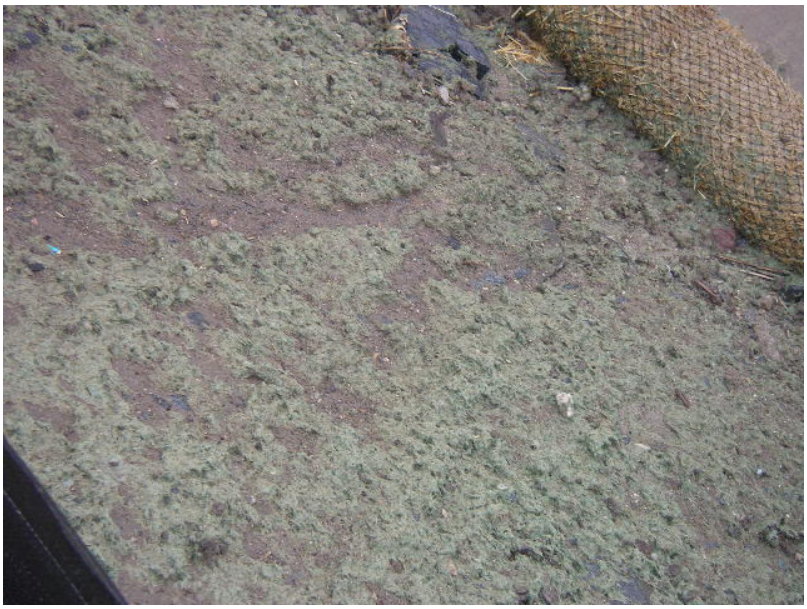
Photos 707 to 712 taken at the Rancho Del Oro station in Oceanside.

707. The bank of Loma Alta Creek has been sprayed. This was in response to deficiencies noted on Tuesday, November 27, 2007. The application appeared light.

708. The bank of Loma Alta Creek has been sprayed with erosion control. The application appeared to be light. This was in response to deficiencies noted on Tuesday, November 27, 2007.

709. A storm drain inlet that appears to have been overtopped earlier in the day due to the sediment present on top of the gravel bags.

711. Silt fence is in need of maintenance.



712. A closer look at the erosion control on the banks shows the inconsistent application.

Photos 713 to 717 were taken at the College Boulevard Station in Oceanside.

713. Construction trash left exposed to storm water.

714. A light application of erosion control spray on the bank above Loma Alta Creek.

715. Sediment has not been swept up prior to rainfall on a parking lot used as a staging area for construction.

716. Another look at sediment on the parking lot that has not been swept up.

717. Construction material has been left out exposed to storm water.

Photos 718 to 728 were taken at Melrose Station in Oceanside.

718. A storm drain inlet's protection needs maintenance.

719. Gravel bag chevron has been deployed. Shaker plates and rock has been implemented at the construction exit. This was in response to deficiency noted on Tuesday, Nov. 27, 2007.

720. Sediment laden storm water in the parking lot drainage swale.

721. Soil stockpile has been covered. This was in response to deficiency noted on Tuesday, November 27, 2007.

722. Erosion control stops along this slope.

723. Storm drain inlet has been protected with filter fabric. This was in response to deficiency noted on Tuesday, Nov. 27, 2007.

724. Source of sediment entering storm water in photo 720.

725. Storm drain inlet in need of maintenance.

726. A protected storm drain inlet.

727. Storm drain inlet is blocked off with gravel bags. No ponding water suggests that storm water flowed elsewhere.

728. Erosion control sprayed along the slope is a light application.

Photos 729 to 732 were taken at the Vista Transit Center.

729. Construction trash left out exposed to storm water.

730. Soil stockpile is not covered or protected from storm water.

731. Storm drain inlet is protected.

732. Construction materials are covered. The slope is sprayed with erosion control.

Photos 733 to 736 were taken at the Escondido Avenue Station in Vista.

733. Storm drain inlet is covered with filter fabric. Additional protections are needed.

734. An unlined dirt channel down the hill leads to the storm drain inlet in photo 733.

735. Slopes around the station have been sprayed with erosion control and fiber roll was implemented.

736. Filter fabric alone failed as storm drain inlet protection.

Photos 739 to 748 were taken at the Mar Vista Drive storage yard in Vista.

739. Construction materials left out in the rain give off a rainbow sheen of pollutants in the runoff.

740. Storm drain inlet with no protections. Sediment laden water is discharging into the inlet.

741. Runoff from the construction storage yard leading to the unprotected storm drain inlet in photo 740.

742. Sediment laden water from the construction storage yard flowing towards the storm drain inlet in photo 746.

743. Silt fence failing from the sediment laden water in photo 742.

744. Gully erosion and silt fence failing from the sediment laden water.

745. Sediment laden water flowing across the construction storage yard to the inlet in photo 746.

746. Discharge of sediment laden water to a storm drain inlet. Silt fence failed.

748. Runon from offsite flows through the construction storage yard picking up sediment. Sediment laden water flowing through the construction storage yard.

749. Storm water run on not addressed to prevent contact with disturbed soil areas in the construction storage yard.

750. Run on from photo 749 flows through the construction storage yard.

Photos 752 to 756 were taken at the Armorlite storage yard and Palomar College Station in San Marcos.

752. Construction materials are staining the storm water fluorescent blue.

753.Construction waste stored outside without cover or containment to prevent contact with storm water.

754. Storm drain inlet does not have adequate controls. Sediment laden water and sediment are discharging into the inlet.

756. Unlined dirt channel leading to the inlet in photo 754 is running with sediment laden water.

Photos 757 to 761 were taken along Barham Lane in San Marcos.

757. Storm drain inlet protection is over topped and sediment laden water is discharging into the inlet.

758. Another view of the inlet in photo 757 shows a large amount of disturbed soil around the inlet.

760. Sediment laden water discharging into storm drain inlet.

761. Sediment laden water discharging into storm drain inlet.

Photos 762 and 763 were taken at Shelley Circle in San Marcos.

762. Sediment laden water discharging into storm drain inlet.

763. Another view of the inlet in photo 762 shows the large expanse of disturbed soil surrounding the inlet without soil stabilization.

Photos 764 to 772 were taken at Nordahl Road Station in San Marcos.

764. Sediment laden water is discharging from the site to the gutter. Fiber roll is not trenched and is ineffective.

765. The source of the sediment laden water discharging in photo 764.

766. The sediment laden water in photos 765 and 764 flows down the street's gutter.

770. Construction equipment is stored without drip pans. No drip pans were present under any construction equipment. This is just one example.

772. A water truck was improperly stored in a low area that ponds storm water.


IMGP1668.JPG


IMGP1669.JPG


IMGP1670.JPG


IMGP1671.JPG


IMGP1672.JPG


IMGP1673.JPG


IMGP1674.JPG


IMGP1675.JPG


IMGP1676.JPG


IMGP1677.JPG


IMGP1678.JPG


IMGP1679.JPG


IMGP1680.JPG


IMGP1681.JPG


IMGP1682.JPG


IMGP1683.JPG


IMGP1684.JPG


IMGP1685.JPG


IMGP1686.JPG


IMGP1687.JPG


IMGP1688.JPG


IMGP1689.JPG


IMGP1690.JPG


IMGP1691.JPG


IMGP1693.JPG


IMGP1694.JPG


IMGP1695.JPG


IMGP1696.JPG


IMGP1697.JPG


IMGP1698.JPG


IMGP1699.JPG


IMGP1700.JPG


IMGP1701.JPG


IMGP1702.JPG


IMGP1703.JPG


IMGP1704.JPG


IMGP1705.JPG


IMGP1706.JPG


IMGP1707.JPG


IMGP1708.JPG


IMGP1709.JPG


IMGP1710.JPG


IMGP1711.JPG


IMGP1712.JPG


IMGP1713.JPG


IMGP1714.JPG


IMGP1715.JPG


IMGP1716.JPG


IMGP1717.JPG


IMGP1718.JPG


IMGP1719.JPG


IMGP1720.JPG


IMGP1721.JPG


IMGP1722.JPG


IMGP1723.JPG


IMGP1724.JPG


IMGP1725.JPG


IMGP1726.JPG


IMGP1727.JPG


IMGP1728.JPG


IMGP1729.JPG


IMGP1730.JPG


IMGP1731.JPG


IMGP1732.JPG


IMGP1733.JPG


IMGP1734.JPG


IMGP1735.JPG


IMGP1736.JPG


IMGP1737.JPG


IMGP1738.JPG


IMGP1739.JPG


IMGP1740.JPG


IMGP1741.JPG


IMGP1742.JPG


IMGP1743.JPG


IMGP1744.JPG


IMGP1745.JPG


IMGP1746.JPG


IMGP1748.JPG


IMGP1749.JPG


IMGP1750.JPG


IMGP1751.JPG


IMGP1752.JPG


IMGP1753.JPG


IMGP1754.JPG


IMGP1755.JPG


IMGP1756.JPG


IMGP1757.JPG


IMGP1758.JPG


IMGP1759.JPG


IMGP1760.JPG


IMGP1761.JPG


IMGP1762.JPG


IMGP1763.JPG


IMGP1764.JPG


IMGP1765.JPG


IMGP1766.JPG


IMGP1767.JPG


IMGP1768.JPG


IMGP1769.JPG

IMGP1770.JPG


IMGP1771.JPG


IMGP1772.JPG